

STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION

CITY OF GRANITE CITY, )  
an Illinois municipal corporation, )

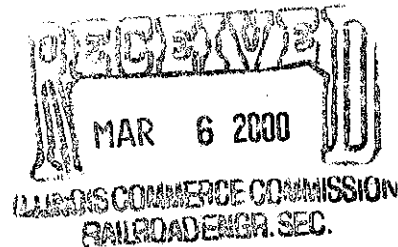
Petitioner, )

v. )

Docket No. )

ILLINOIS DEPARTMENT OF )  
TRANSPORTATION, TERMINAL )  
RAILROAD ASSOCIATION OF ST. )  
LOUIS, GATEWAY EASTERN )  
RAILWAY COMPANY, GATEWAY )  
WESTERN RAILWAY COMPANY, )  
NORFOLK SOUTHERN RAILWAY )  
COMPANY, AND UNION PACIFIC )  
RAILROAD, )

Respondents, )



AMENDED PETITION

COMES NOW the City of Granite City, an Illinois municipal corporation, and pursuant to 625 ILCS 5/18c-7401 and 625 5/18c-1101 et seq., and 83 Ill. Adm. Code Part 200, files its Amended Petition and in support thereof states as follows:

Description of the Parties:

1. Petitioner, City of Granite City, is a municipal corporation duly created and authorized pursuant to Illinois law.
2. The Illinois Department of Transportation, whose address is 2300 South Dirksen Parkway, Room 311, Springfield, Illinois 62764, is a state agency created pursuant to 20 ILCS 5/3.
3. The Terminal Railroad Association of St. Louis (TRA), whose address is 700 N. Second Street, St. Louis, Missouri 63102, is a rail carrier operating its lines of railroad in the State of Illinois.

4. The Norfolk Southern Railway Company (NS), whose address is 99 Spring Street, S.W., Atlanta, Georgia, 30303, is rail carrier operating its lines of railroad in the State of Illinois.

5. The Union Pacific Railroad Company (UP), whose address is 1416 Dodge Street, Omaha, Nebraska, 68179, is a rail carrier operating its lines of railroad in the State of Illinois.

6. The Gateway Eastern Railway Companies (GER), whose address is 114 W. Eleventh Street, Kansas City, Missouri 64105, is a rail carrier operating its lines of railroad in the State of Illinois.

7. The Gateway Western Railway Companies (GWR), whose address is 114 W. Eleventh Street, Kansas City, Missouri 64105, is a rail carrier operating its lines of railroad in the State of Illinois.

#### Description of Pontoon Road and 22<sup>nd</sup> Street Crossings

8. Within the corporate limits of the City of Granite City, and under its jurisdiction, are Pontoon Road (FAU. Route 9082) and 22<sup>nd</sup> Streets, as public streets.

The portion of Pontoon Road which is to be improved, begins at the intersection of North Street and Pontoon Road and extends in a westerly direction a total distance of 1,400 lineal feet or  $\pm(0.26 \text{ miles } \pm)$ . Pontoon Road serves a 4-lane urban collector facility between Illinois Route 203 (Nameoki Road) and Illinois Route 3. The current average daily traffic (ADT) for this portion of Pontoon Road from Illinois Route 203 west towards Illinois Route 3 is 18,000. Pontoon Road is equipped with automatic flashing lights with gates, and crosses dual main line tracks of the NS at - grade, a single main line track of the UP at - grade, and a single main line track of the KCS at - grade, all immediately due west of the Pontoon Road and Illinois 203 intersection. Pontoon Road and Illinois Route 203 is a four legged, signalized intersection. Pontoon Road crosses the respective railroad tracks at approximately a 45 degree angle of intersection. The types of vehicular traffic that

use the grade crossings include automobiles, trucks carrying hazardous materials, vehicles carrying passengers for hire, and school buses. The average number of train movements per day over the crossings is greater than sixty (60). The maximum timetable speed for trains operating through the crossings is 60 mph for freight trains and 79 mph for passenger trains. The crossings' accident history for the past three years is 24 accidents.

9. 22<sup>nd</sup> Street crosses the right of way of the TRA and three main tracks of the NS rail yard which are immediately due west of the four (4) main line tracks that cross Pontoon Road. 22<sup>nd</sup> Street carries mostly passenger cars and some limited truck traffic, connecting residential areas within the City of Granite City. 22<sup>nd</sup> Street is located 0.50 miles westerly of 25<sup>th</sup> Street and 0.37 miles easterly of the 19<sup>th</sup> Street Overpass. The crossings at 22<sup>nd</sup> Street are equipped with automatic flashing lights, with gates. The average daily traffic is 2,300. The average number of train movements per day over the crossings is greater than sixty (60). The maximum timetable speed for trains operating through the crossings is 60 mph for freight trains and 79 mph for passenger trains. The crossings' accident history for the past three years is 2 accidents.

Attached hereto and identified as Exhibits A and B is a schematic drawing of the Pontoon Road and 22<sup>nd</sup> Street crossings of the aforesaid tracks, and an aerial photograph of the Pontoon Road area, respectively.

#### Description of the Pontoon Road Overpass Project and 22<sup>nd</sup> Street Crossing Closing

10. Petitioner intends to construct the Pontoon Road Overpass, a four lane overpass with pedestrian sidewalks on both sides, as a roadway overpass grade separation over Illinois Route 203 (Nameoki Road) and the three respective railroad's four tracks. Petitioner submitted an application to the Illinois Commerce Commission Crossing Safety Improvement Program on November 15, 1999. The grade separation will be accomplished by raising Pontoon Road to accommodate a 23

foot minimum clearance from the bottom of the bridge structure to the top of the rail. The proposed overpass will be constructed to accommodate 61' 6" wide typical section. This typical section consists of four (4) 12' wide travel lanes, 5' wide cantilever sidewalks, and two (2) 1.75' parapets. A closed storm sewer system will be developed where feasible along the proposed improvement. The vertical profile will be changed to provide a maximum grade of 6% into and exiting the overpass structure.

11. The following roadway improvements shall be constructed in conjunction with the Pontoon Road Overpass project:

- . North Street from Illinois Route 203 (Nameoki Road) to Pontoon Road will be reconstructed.
- . North Street at Illinois Route 203 and Pontoon Road will be a fully signalized intersections.
- . North Street from Pontoon Road to Amos Avenue will be reconstructed.
- . Briarcliff Drive/Melrose Avenue and Pontoon Road intersection will be closed.
- . Amos Avenue from North Street to Illinois Route 203 (Nameoki Road) will be reconstructed.
- . Braden Avenue to Pontoon Road will be closed.
- . A connector roadway from Old Alton Road to Briarhaven Drive will be constructed around the existing Melrose Subdivision.
- . A connector roadway from Briarcliff Lane to Century Drive will be constructed.
- . Illinois Route 203 (Nameoki Road) will be modified as required to accommodate the proposed improvements to North Street and Amos Avenue.
- . Fully activated traffic signals will be installed at the following intersections:
  - Illinois Route 203 (Nameoki Road) and North Street
  - Pontoon Road and Briarcliff Drive/connector road
  - North Street and Pontoon Road
- . Storm sewer improvements and detention basin expansions as required to comply with IDOT standards

The following roadway improvements shall be constructed in conjunction with the closing of the 22<sup>nd</sup> Street crossing:

- . A truck route connector roadway from 22<sup>nd</sup> Street to 20<sup>th</sup> Street will be constructed (Century Drive extension).
- . With the closure of 22<sup>nd</sup> Street, petitioner requests a pedestrian cross walk be constructed by the respondent railroads at 25<sup>th</sup> Street to meet the existing sidewalks.

12. It is noted all existing roadways to be closed will be closed in accordance with IDOT

standards. In order to effectuate the 22<sup>nd</sup> Street grade crossing closing, NS and UP will need to dedicate a sufficient right-of-way or permanent roadway easement to construct the connector roadway between 22<sup>nd</sup> Street and 20<sup>th</sup> Street, and it may be required that NS relocate the existing field office at the 22<sup>nd</sup> Street. Any costs associated with the dedication of right-of-ways or the permanent roadway easement to construct the connector roadway between 22<sup>nd</sup> Street and 20<sup>th</sup> Street is proposed to be borne by the Respondent railway companies.

13. In order to implement the roadway improvements as well as the Pontoon Road Overpass as described above, land acquisition and relocation expenses for both residential and commercial properties will be incurred.

14. In this phase, Petitioner requests that the Illinois Commerce Commission through the Grade Crossing Protection Fund provide one-hundred percent (100%) financing for the initial phase described below. Upon completion of this phase, Petitioner intends to file a petition with the Illinois Commerce Commission for funds for the construction phase, tentatively scheduled for January 2001.

15. Petitioner further proposes to retain the right to select the design team or engineering firm for the project.

#### Description of Project Costs and Funding

16. Petitioner has developed cost breakdowns for the aforesaid roadway improvements and the Pontoon Road Overpass, including closing of the 22<sup>nd</sup> Street crossing, in a total amount of \$21,700,000. A breakdown of the probable construction costs is provided in the attachment identified as Exhibit C incorporated herein by reference. In order to initiate the Pontoon Road Overpass project, and closing the 22<sup>nd</sup> Street crossing, there will be incurred certain expenditures and costs for the initial phase. This phase, prior to the construction of the Pontoon Road Overpass project and roadway improvements, would include soil boring and analysis, right-of-way acquisition,

right-of-way appraisals and negotiations, and design engineering and building demolition, in the total amount of \$5,900,000.00.

17. Petitioner requests that the following named agencies or entities be apportioned the cost associated with the total project costs referenced as follows:

Grade Crossing Protection Fund - 70%

NS, UP, GER/GWR, TRA - 19%

IDOT - 11%

Petitioner further proposes it not be allocated any costs, stating it has no available funds in current or projected budgets.

18. Petitioner proposes that IDOT Bureau of Local Roads serve as the funding agency and that all payments during construction be paid by said agency. Petitioner further proposes that all funding parties be required to escrow sufficient funds in a timely manner to IDOT in order to provide payments during construction.

Pontoon Road Overpass and 22<sup>nd</sup> Street Closing is in the Public Interest

19. The Pontoon Road Overpass is necessary in order to enhance the public health, safety, convenience and welfare. Pontoon Road serves as a vital link for local traffic from the adjoining subdivisions to the business district along Illinois Route 203 and commuting traffic to Illinois Route 3. The proposed project will eliminate the conflict between pedestrians/vehicular traffic and train traffic at these at - grade crossings. This improvement will increase the safety and serve not only residents, but also the pedestrians and vehicular traffic using Pontoon Road. The improvement will also enhance the public welfare as it will facilitate the commercial growth west of the Pontoon Road Overpass. Petitioner has recently re-zoned properties west of the Pontoon Road Overpass as M-4, and along with existing zoning, intends to promote the economic and commercial development along

the Illinois Route 3 corridor.

20. The closing of 22<sup>nd</sup> Street is also necessary for the public health, safety, convenience and welfare. 22<sup>nd</sup> Street, at this juncture, is primarily used by residential traffic commuting within the adjoining neighborhoods or subdivisions. 22<sup>nd</sup> Street is not used to access major routes or roadways in the area. Closure of 22<sup>nd</sup> Street with the construction of additional access to 20<sup>th</sup> Street is justified by the availability of alternate access with the proposed construction.

21. With respect to the Pontoon Road Overpass project, there will be no material adverse distance caused by the closure of the railroad crossings. With respect to the 22<sup>nd</sup> Street crossing closure, the adverse distance associated with the distance which must be traveled from one side of the crossing to a point adjacent from the crossing is approximately 0.70 miles.

NOW, THEREFORE, Petitioner, City of Granite City, prays that the Illinois Commerce Commission enter its Order directing that the matter be set for public hearing in accordance with law and, thereafter, issue a further order:

a. Directing the Terminal Railroad Association of St. Louis, Gateway Eastern Railway Company/Gateway Western Railway Company, Norfolk Southern Corporation, and Union Pacific Railroad to permanently close, abandon, and barricade the existing crossings at Pontoon Road and 22<sup>nd</sup> Street, in accordance with applicable Illinois Commerce Commission rules and requirements, in conjunction with the completion of the proposed improvements.

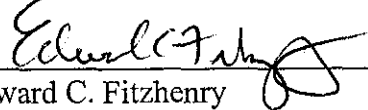
b. Allocating the costs of the proposed Pontoon Road Overpass and roadway improvements equitably between the Grade Crossing Protection Fund and Respondents, and allocating no costs to the Petitioner, City of Granite City;

c. Finding that Petitioner, City of Granite City, be able to select the design team or engineering firm for the project;

d. Finding that the proposed Pontoon Road Overpass project, the 22<sup>nd</sup> Street closing, and requested roadway improvements as set out herein, are in the interest of the public health, safety, convenience and welfare and;

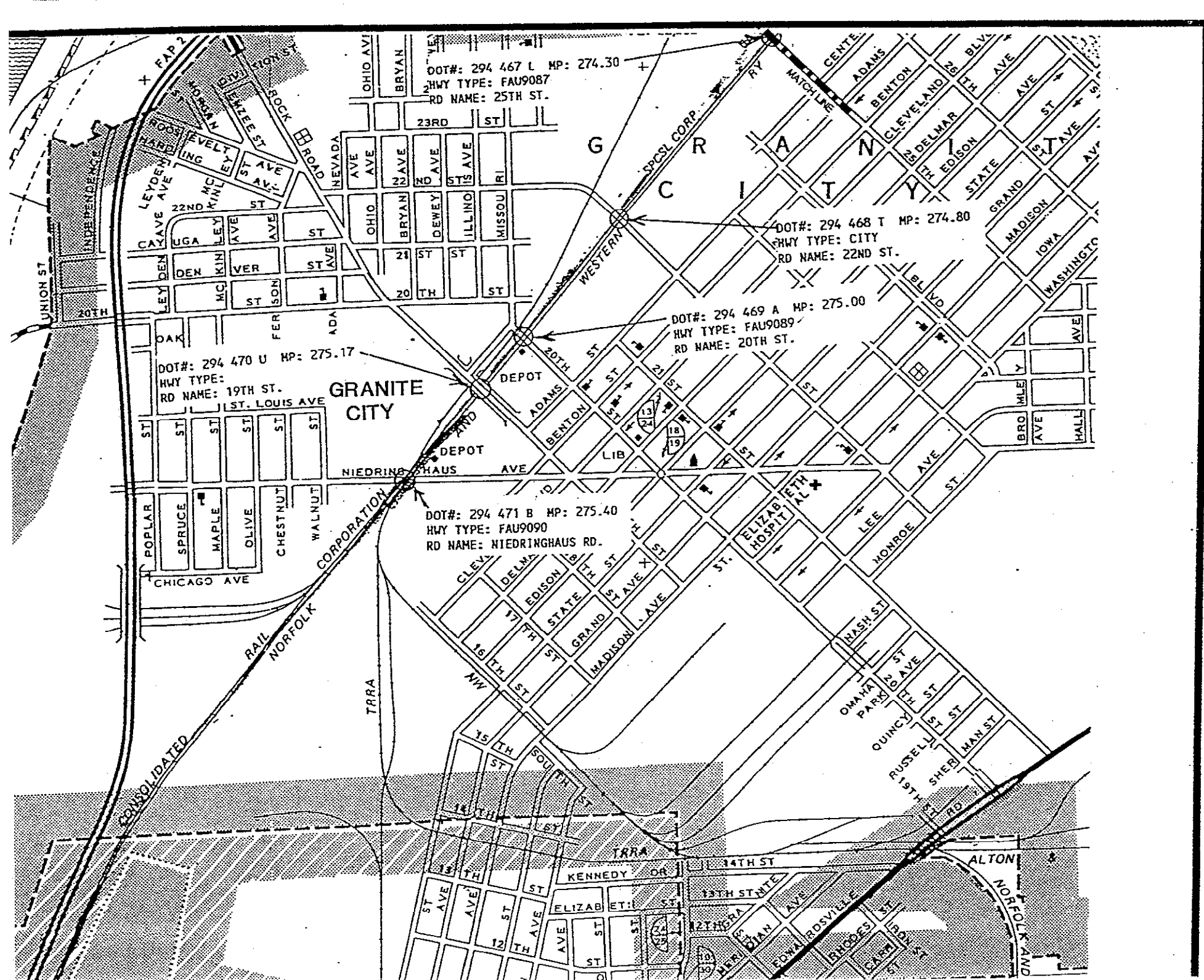
e. For such other and further relief as the Illinois Commerce Commission deems equitable and just.

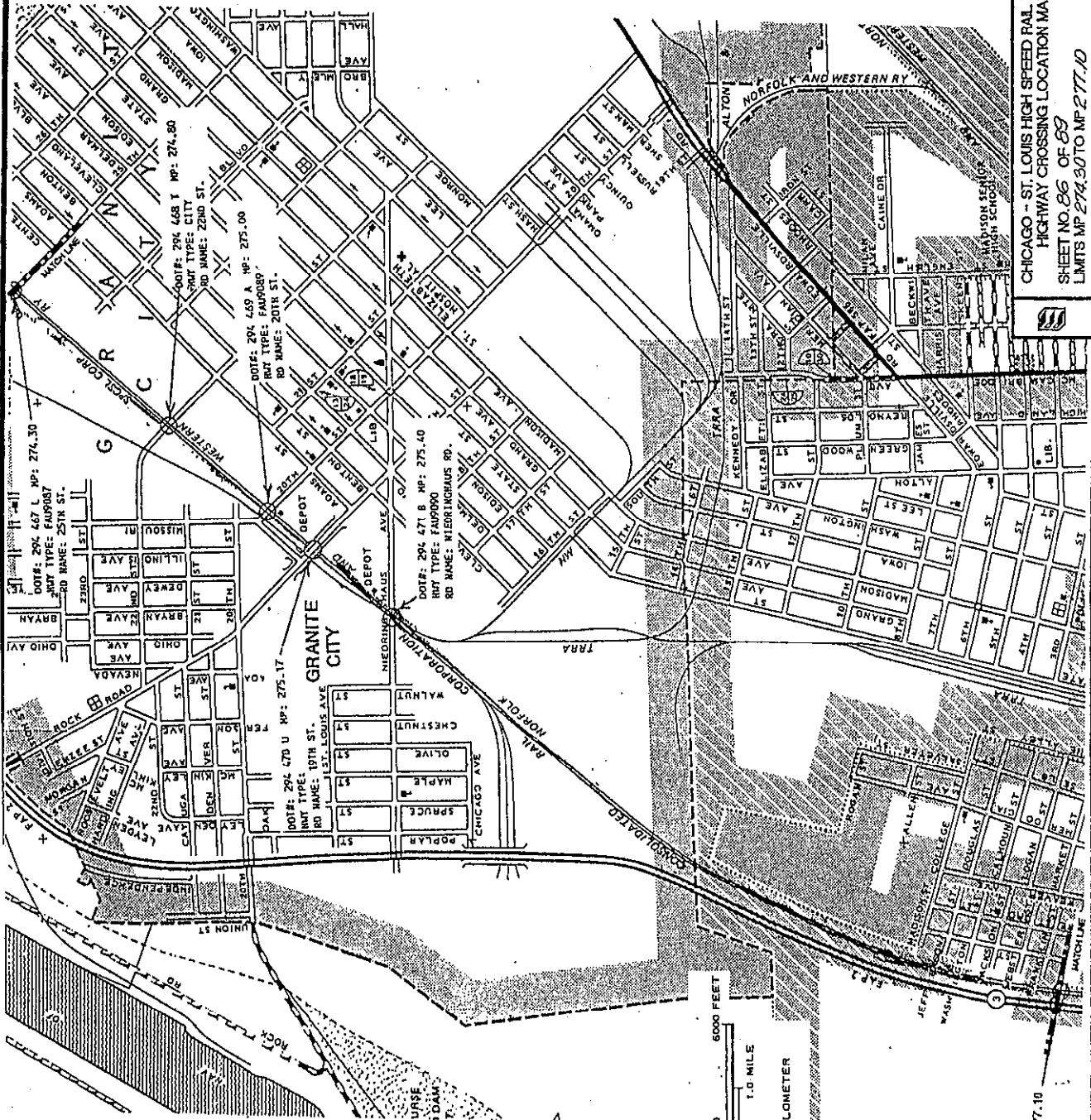
Petitioner, City of Granite City

  
\_\_\_\_\_  
Edward C. Fitzhenry  
Lueders, Robertson & Konzen  
1939 Delmar Avenue, P. O. Box 735  
Granite City, IL 62040  
(618) 876-8500

24783







CHICAGO - ST. LOUIS HIGH SPEED RAIL STUDY  
HIGHWAY CROSSING LOCATION MAP  
SHEET NO. 86 OF 89  
LIMITS MP 274.30 TO MP 277.10

QOI#: 294 473 P MP: 277.10  
HWY TYPE: FAU9104  
RD NAME: BISSELL ST.

SOURCE: ILLINOIS DEPARTMENT OF TRANSPORTATION  
GENERAL HIGHWAY MAP

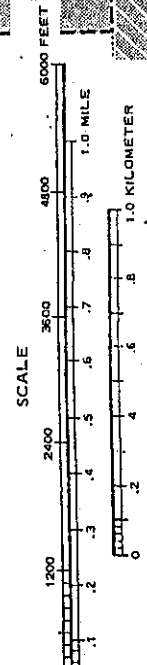
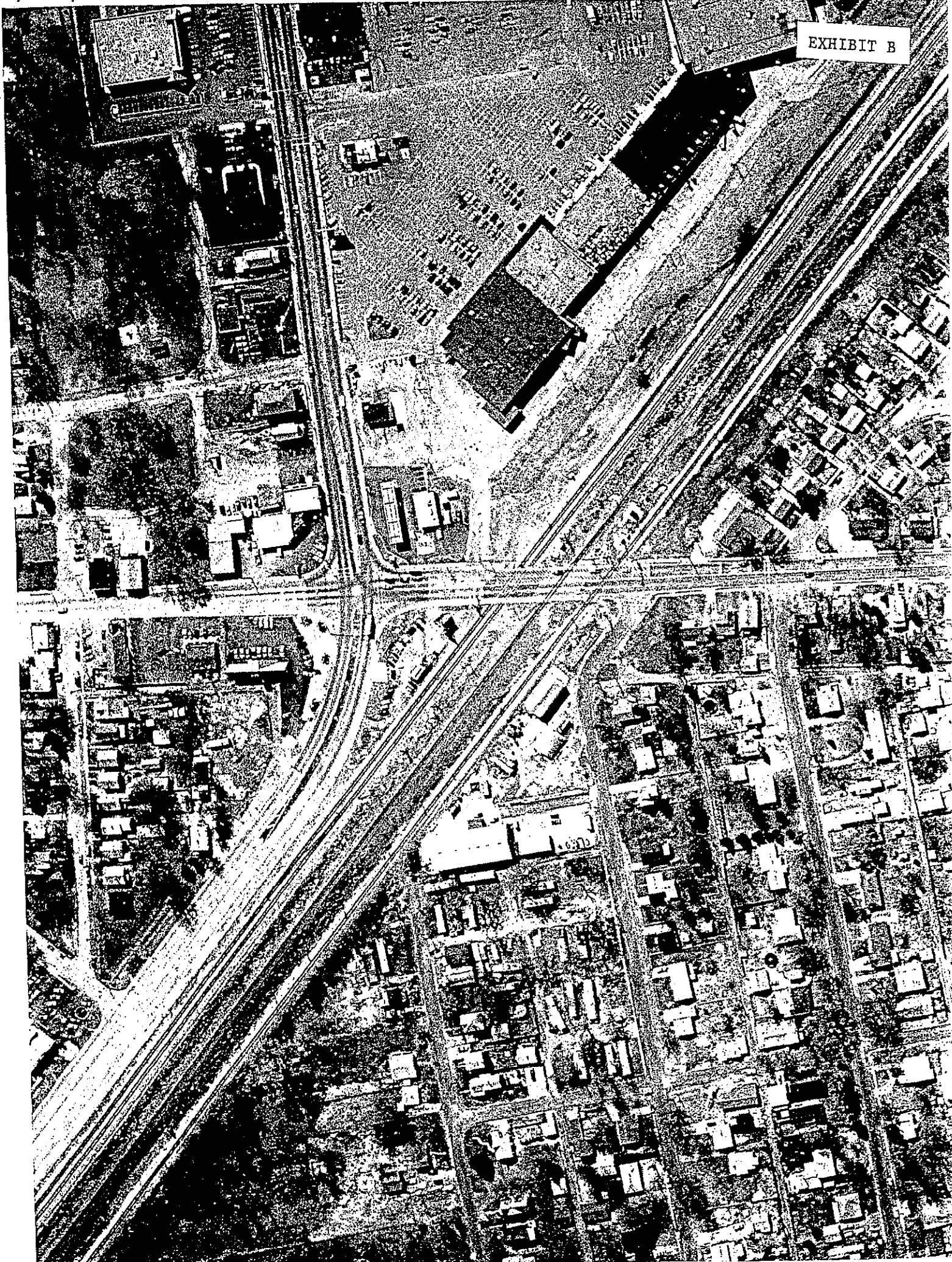


EXHIBIT B



OPINION OF PROBABLE CONSTRUCTION COST

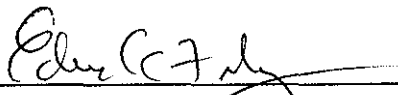
EXHIBIT C

<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Qty.</u>	<u>Unit Price</u>	<u>Amount</u>
1	Residential Building Demolition	Each	19	10,000.00	190,000.00
2	Commercial Building Demolition	Each	11	20,000.00	220,000.00
3	Briarcliff Pump Station Modification	L.S.	1	75,000.00	75,000.00
4	Soil Boring and Analysis	L.S.	1	150,000.00	150,000.00
5	Borrow Pit Acquisition	L.S.	1	100,000.00	100,000.00
6	Demolition and Removal of Existing Roadway	L.S.	1	250,000.00	250,000.00
7	Existing 203 Signal Modifications	L.S.	1	75,000.00	75,000.00
8	203/North Street Traffic Signals	L.S.	1	100,000.00	100,000.00
9	North Street/Pontoon Road Traffic Signals	L.S.	1	100,000.00	100,000.00
10	203/North Street Intersection Improvements	L.S.	1	600,000.00	600,000.00
11	North Street Reconstruction (North & South)	Mile	0.7	1,800,000.00	1,260,000.00
12	Storm Sewer - Pontoon Road to Briarcliff Detention Basin	L.S.	1	150,000.00	150,000.00
13	Embankment From Borrow Pit	C.Y.	3000	20.00	60,000.00
14	Bridge Structure (62' wide x 800' x \$130/sq. ft.) with Cantilever Sidewalks	L.S.	1	5,880,000.00	5,880,000.00
15	Traffic Control	L.S.	1	200,000.00	200,000.00
16	Engineer's Field Office	Months	15	1,400.00	21,000.00
17	Site Restoration	L.S.	1	50,000.00	50,000.00
18	QA/QC Bituminous & Concrete	L.S.	1	20,000.00	20,000.00
19	Pavement Marking (Temp/Final)	L.S.	1	30,000.00	30,000.00
20	Utility Relocation/Adjustments - By Others	-	-	740,000.00	740,000.00
21	Overpass Lighting	L.S.	1	100,000.00	100,000.00
22	Railroad Protection Insurance	L.S.	1	250,000.00	250,000.00
23	Railroad Flagman	Days	40	500.00	20,000.00
24	Approach Roadway Construction	L.S.	1	500,000.00	500,000.00
25	Railroad Construction Requirements (Detour Road, etc.)	L.S.	1	1,000,000.00	1,000,000.00
26	Land Acquisition	L.S.	1	2,800,000.00	2,800,000.00
27	Real Estate Relocation, Appraisals & Negotiations	L.S.	1	600,000.00	600,000.00
28	Connector Roadway from 22nd to 20th Street	L.S.	1	350,000.00	350,000.00
29	Special Waste Construction along 22nd Street to 20th Street Corridor	L.S.	1	100,000.00	100,000.00
30	22nd Street Closure Protection	L.S.	1	45,000.00	45,000.00
31	Access Roadway from Old Alton Road to Opposite Briarcliff, Signalized Intersection Century Dr. Connection to Briarcliff Subdivisio	L.S.	1	1,100,000.00	1,100,000.00
32	Landscaping & Noise Screen along North Street	L.S.	1	20,000.00	<u>20,000.00</u>
					17,156,000.00
10% Contingency					<u>1,715,600.00</u>
Subtotal					18,871,600.00
Design & Construction Engineering 15%					<u>2,830,740.00</u>
					21,702,340.00

PROOF OF SERVICE

STATE OF ILLINOIS       )  
                                  )  
COUNTY OF MADISON    )       SS

I, Edward C. Fitzhenry, Jr., being an attorney admitted to practice in the State of Illinois and one of the attorneys for City of Granite City herewith certify that I did on the 2 day of March, 2000, filed with the Illinois Commerce Commission an original and fourteen (14) copies of the Motion to Add Party on behalf of the City of Granite City, and serve upon the persons identified on the attached service list, by depositing same in the United States Mail, in Granite City, Illinois with postage fully prepaid thereon.

  
\_\_\_\_\_  
Edward C. Fitzhenry  
Lueders, Robertson & Konzen  
1939 Delmar Avenue  
P. O. Box 735  
Granite City, IL 62040  
(618) 876-8500

SUBSCRIBED AND SWORN to me, a Notary Public, on this 2 day of  
March, 2000.

  
\_\_\_\_\_  
Notary Public

24783



CITY OF GRANITE CITY  
V.  
ILLINOIS DEPARTMENT OF TRANSPORTATION ET AL  
DOCKET NO. T00-0003  
SERVICE LIST

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